

To Let.

TO LET.

5-ROOMED BUNGALOW "RHEDA,"
BONHAI ROAD.
Apply to
CHINA MERCHANTS' S. N. CO.,
No. 22, Fanya West.
Hongkong, January 25, 1896. 201

TO LET.

(Possession 1st April, 1896).

NO. 1, ALBANY, just above the PUBLIC
GARDENS.
NO. 4, UPPER MOSQUE TERRACE,
(corner House). And
WESTBOURNE VILLA, NORTH.
Apply to LINSTEAD & DAVIS.
Hongkong, March 26, 1896. 551

TO LET.

LARKSPUR, UPPER RICHMOND ROAD.
Seven Rooms and Tennis Lawn.
Apply to M. L. SIMON,
Banque de l'Inde Chine.
Hongkong, November 5, 1895. 2000

TO LET.

NO. 3, WEST VILLAS.
Apply to G. C. ANDERSON.
Hongkong, December 4, 1895. 2264

TO LET.

1ST FLOOR of NO. 12, QUEEN'S ROAD
CENTRAL, suitable for OFFICES or
DWELLING ROOMS.
Apply to LINSTEAD & DAVIS.
Hongkong, November 30, 1895. 2223

To-day's Advertisements.

IN THE SUPREME COURT OF
HONGKONG.

IN BANKRUPTCY.

No. 12 or 13 of 1895.

NOTICE.

In the Matter of TAM CHIUNG T.,
Lately trading and carrying on Business
at No. 70, Jervois Street, under
the Style of "KAU CHEUNG."

A DIVIDEND of 23½ PER CENT. has
been declared, and is PAYABLE on
application at the Office of the Official
Receiver on and after MONDAY, the 30th
Instant.

ARATHON SETH,
Trustee.

OFFICIAL RECEIVER'S OFFICE,
Hongkong, 28th March, 1896. 678

NOTICE E.

M. R. and Mrs. NEWBERRY beg to
express their Heartfelt THANKS to the
GENTLEMAN who so kindly rendered
such prompt Assistance to their Son
HARRY, who met with an accident by
falling from his Bicycle on FRIDAY EVENING,

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. CITY OF PEKING.
(With CARGO ex S.S. CITY OF RIO
DE JANEIRO on Board).

FROM SAN FRANCISCO, YOKOHAMA
AND NAGASAKI.

THE above Steamer having arrived, Con-
signees of Cargo by her ad by S.S.
City of Rio de Janeiro, are hereby notified
that their goods are being landed and stored
at their risk in the Company's Godown at
Wanchai, from whence delivery may be
obtained on countersignature of Bill of
Lading.

Consignees of Cargo per S.S. City of Rio
de Janeiro are requested to sign an Average
Bond and pay a Deposit of 5%,
Gold remaining undemandable after the 4th
Proximo will be subject to rent.

No Fire Insurance has been effected.
J. S. VAN BUREN,
Agent.
Hongkong, March 28, 1896. 676

STEAMSHIP SAGHAZIEN.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNERS of Cargo from London
and Steamship Guadiana, and from
Bordeaux, ex Steamships Cambret and
Verdecken, in connection with the
above Steamer, are hereby informed that
their Goods are being landed and stored
at their risk into the Godown of the
HONGKONG & KOWLOON WHARF & GODOWN
COMPANY, LTD., at Kowloon, whence de-
livery may be obtained immediately after
landing.

Optimal Cargo will be forwarded on, unless
intimation is received from the Consignees
before 9 a.m. To-morrow (Sunday), the
29th Inst., requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after SATUR-
DAY, the 4th April, at Noon, will be
subject to rent, and landing charges.

All Claims must be sent in to me on or
before SATURDAY, the 4th April, or they
will not be recognized.

All Damaged Packages will be examined
on THURSDAY, the 2d April, at 3 p.m.—
No Fire Insurance has been effected.
C. TOURNARE,
Agent.
Hongkong, March 28, 1896. 680

TO LET.

DWELLING HOUSES—
HOUSES in BISON TERRACE,
No. 17, LYNDHURST TERRACE,
RICHMOND HOUSE, ROBINSON
ROAD—FURNISHED or UNFURNISHED.

"TUSCULUM" MAGAZINE GAR-
FURNISHED.
No. 4, KNOTSFORD TERRACE,
KOWLOON.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, March 28, 1896. 223

To-day's Advertisements.



HONGKONG VOLUNTEER CORPS.

CORPS ORDERS FOR WEEK ENDING
4TH APRIL, 1896.

GENERAL

No. 375.—DRILL—Both Units will
parade at Headquarters on WEDNESDAY,
1st April, at 5.45 p.m., for Commandant's
Review.

Kowloon Dock Detachment and Signal
Units to attend.

Uniform—Khaki drill, caps, carbines,
and side arms.

No. 376.—ANNUAL REVOLVER
PRACTICE—On WEDNESDAY, 1st
April, at 4 p.m., on Range back of Recruit
Court, for Officers and Staff Sergeants of
Corps.

Uniform—Khaki drill, helmets, and belts
with Ammunition.

FIELD BATTERY.

No. 377.—GUN LAYERS' COMPETI-
TION—The following is the result of the
Gun Layers' Competition Headquarters
and the undesignated N. C. Officers and
Men awarded on 28th March.

1.—Gunner R. E. Rutter
2.—Gunner A. J. Ingles
3.—Gunner J. H. W. Armstrong
4.—Gunner W. Stewart
5.—Gunner E. Sharp
6.—Gunner H. McPhail
7.—Gunner J. Goughart

8.—Gunner G. White

No. 378.—SIGNALLING—At Head-
quarters THURSDAY AND SATURDAY,
at 6.30 p.m., Plain Clothes.

No. 379.—DRILL—TUESDAY, Head-
quarters, 5.30 p.m., Company, Plain
Clothes.

THURSDAY, Headquarters, 5.30 p.m.,
Company, Plain Clothes.

MONDAY, Kowloon Dock, 5.30 p.m.,
Company, Plain Clothes.

NO. 380.—JOINED—Gunner C. A. D.
MELBOURNE, 36.3.36, assigned Corps No.
100, and posted to No. 3 Detachment.

"A" MACHINE GUN COMPANY.

No. 374.—DRILL—MONDAY, Gun-
15.30 p.m., Plain Clothes.

THURSDAY, Company, 5.30 p.m.,
Plain Clothes.

NOTICE.

Applications from Gentlemen desirous of
joining the Corps should be sent to VOLUN-
TEER HEADQUARTERS, when a copy of the
Regulations, &c., will be sent, and any in-
formation afforded.

By Order,

L. A. C. GORDON,
CAPTAIN, R.A.
Adjutant, H. K. V.C.
Hongkong, March 28, 1896. 665

GOVERNMENT NOTIFICATION.

INFORMATION has been Received from
the MILITARY AUTHORITIES that
ARTILLERY PRACTICE will take place
from the 1st to 30th APRIL, 1896,
(SUNDAYS excepted), between the hours of
8 a.m. and 5 p.m. DAILY, as follows:

From Shore cutters' Island in Westerly
and South-Westerly directions.

From Bullock's Upper and Lower in
Northerly and North-Westerly direc-
tions.

From Kowloon Dock and East in Easterly
and South-Easterly directions.

From Lymnun in North-Westerly, North-
West Point in Northerly and
North-Easterly directions.

All SHIPS, JUNKS and other VESSELS are
cautioned to keep clear of the Range.

The inhabitants of the Houses near
Bullock's, Kowloon Dock and East, and at
Kowloon Dock and West, are warned to keep
their glass windows open during the
practice, and all people working in the vicinity
of Bullock's Harbour are also warned to
keep clear of that part which will be
indicated by gunners placed on shore
for the purpose.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary,
Hongkong, 26th March, 1896. 663

PORT WINE.

INVALID, per doz. \$17.00 per bot. \$1.65

WHITE SEAL, " 13.50 " 1.35

BLUE SEAL, " 11.50 " 1.10

GREEN SEAL, " 9.00 " 0.85

COOKING WINE, " 0.50 " 0.60

EXCELLENT recuperating properties
will be found to Invalids in these
Wines.

Sample Bottles in small quantities will
be supplied free.

H. RUTTON JEE,
13, D'Aguilar Street.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

NOTICE TO CONSIGNEES.

THE S.S. Catherine Appear having arrived
from the above Ports, Consignees of
Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remain-
ing on board after the 31st Instant, will
be despatched at Consignees' risk and expense
into the Godown of the WANCHAI WARE-
HOUSE AND SAWMILL CO., LTD., Wanchai.

Consignees of Goods from SINGAPORE
and PENANG are requested to take IMMEDIATE
delivery of their Goods from alongside
such Cargo impeding the discharge of
the Vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after SATUR-
DAY, the 4th April, at Noon, will be
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"

Mr. Sohst has been nominated, by the Governor, to be a Municipal Commissioner at Singapore, in place of Mr. Nansen, who resigned on departure from the Colony. As we forecasted on the 6th inst., that nomination is a very satisfactory one. Mr. Sohst is a representative German, and a merchant with large interests in the port. It is very desirable that all sections of the community should take their share in Municipal life, and Mr. Sohst's nomination helps to that end. It also brings back to the Commission a man who has had useful experience there.—*Strait Times*.

DRUNKENNESS seems more common in Singapore among Europeans than is usually admitted, if we are to judge by the number of young men dropped by various firms as well as institutions. Schoolmasters especially (of course not all Schoolmasters) seem to have a very notorious reputation for heavy drinking hereabouts. Why should this be? asks a writer in the *Strait Times*. At home, it is not so. Perhaps the utter neglect of religious and moral teaching in the schools of the colony, with the exception of Mission schools, may be having this reflex influence. I should not wonder.

THE GENTOIS has extracted from the old *Revue Parisienne* of the year 1840 an account of Balzac's upon a Franco-Russian alliance, which deserves attention. At home, Russia is the most invincible; outside her own frontiers she would be beaten. Neither the centre nor the South of Europe will permit themselves to be subjugated. The power for the world would lie in an alliance between Russia and France. The English alliance has been a means: the Russian is an end. It is only the Russian alliance which can give France a policy, and the only thing which can give her Belgium and the Rhine.

It is sad to think of all the British energy and capital expended on opening Chungking to steam traffic, before our government gave away its right to run steamers here, to be taken up now by Japanese, who will probably find little difficulty about doing what yet so many people have pronounced impossible. Yet it is well for all of us (writes the N.C. Daily News correspondent) that it should be done, for, short of facilitating access to this province, and thus enriching it, Commissions may come and Commissions may go without business being much increased. The people would buy now, if they had the power, but they lack money to meet the prices of European articles translated into silver plus freight charges now so heavy.

Early this month, a fanatical outbreak spread among the Moipahs or Mahomedan inhabitants of the Malabar Coast in India. The fanatics had gained head when they attacked a Treasury on the 1st instant. The Treasury was guarded by twenty men of the South Staffordshire Regiment, when he held it until reinforcements arrived, when the Moipahs took refuge in a temple. The fanatics were offered every inducement to submit, and it was only on their refusal to do so that extreme measures were resorted to, with the result that nine were killed and three taken prisoner. The fanatics, who were not wounded, were able to move out the throats of all their comrades, who were wounded and unable to move, or smashed in their heads.

The Moralist writes in the *Strait Times*:—The Angel of my Soul has fallen into practices that I have publicly denounced as immoral. It may be remembered that, with convincing logic and with scathing irony, I denounced as negligent and wicked those wives who hired out their husbands to be had by contract. Into these ranks of negligent wives, the Angel has relapsed. She says she is tired of fighting with the cook, and that life is not worth living if it is to be a fierce battle over each day's accounts. Consequently, she has hired a new cook, and has made a bargain with him. The terms are that, for the provisioning of herself and myself, she shall pay \$1.50 per day. That amount is to include all bazaar stuff and ice, but is not to cover jam, butter, tea, coffee, or the milk that we drink—in fact, it is restricted to two courses, three courses for the Angel's lunch—mine is eaten at the Club—and five courses for our joint dinner. Stray guests, of course, are to be charged extra, and unlimited credit is to be given to the cook on the days when we give a formal dinner party; but, broadly speaking, the contract is \$1.50 a day for bazaar stuff. I do not object. I never do object. But none the less do I regard the transaction as an immoral departure from those oaths that the Angel swore upon her marriage day. I am leased to a Chinaman. It is entirely wrong and improper; but the immediate effect has been an improvement in the food and an economy in the bills.

THE VISIT OF LI HUNG CHANG TO EUROPE.

PROBABLE LANDING AT HONGKONG.—H. E. Li Hung Chang will arrive by the French mail-steamer *Ernest Simon* on Monday or Tuesday next, on his way to Europe to represent the Emperor of China at the coronation of the Czar in the month of May next. The aged Chinese statesman will also visit London and the principal European capitals, where doubtless he will be an object of curiosity as well as the centre of much diplomatic attention. There is some talk of a public banquet to him at Hongkong, but it is more likely that there will be a semi-official lunch at Mount Austin Hotel, after His Excellency has visited Sir William Robinson at Government House. Should His Excellency land here, which is still doubtful, Sir William Robinson will return the visit. We presume it would be *infra dig* for the Governor of the Colony to visit Li Hung-Chang, if the latter does not first land and call at Government House officially, even though the Chinese statesman is visiting England as Envoy Extraordinary to the Court at St. James. We understand that enquiries have been addressed to Singapore asking if the *Ernest Simon* will be placed in quarantine in the event of H. E. Li Hung-Chang landing at Hongkong.

The *Verdacht*, a German journal, throws cold water on the Colonial party's desire for a big fleet. With brutal common-sense, it puts the case in a nutshell thus:—

"We want (it says) a big fleet in order to fight England about the Lordship of the seas. Unfortunately, a big fleet costs a big sum of money; we beat about a modicum a sum. Add another modicum, and there will not even then be enough to supply the mere building materials. But in twenty years suppose we are as far forward as the English are now—will England, however, sleep during these twenty years?"

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The thirteenth ordinary general meeting of the shareholders of the China and Manila Steamship Company, Limited, was held in the Company's Office to-day. Mr. R. Shaw was presiding. The others present were:—Messrs. M. D. Ezekiel and N. A. Siebs (Consulting Committee); J. H. Cox, A. O. S. Manners, and E. S. Kelly.

The notice calling the meeting was read. The Chairman said—Gentlemen—As copies of the report and accounts have been circulated amongst you for some time past, it is not necessary to read them now. We propose, as you will have seen from the report, to pay a dividend of 10 per cent., and in addition to put \$10,000 to Reserve Fund, carrying forward \$74,422 to New Account. Last year we were only able to pay a dividend of 5 per cent., which left nothing for Reserve, so that I think you will agree with me when have seen the result this time. Both steamers had to undergo expensive surveys during the period under review, and are in very good order, but the tendency nowadays with such constant changes in construction and improvements in machinery is for steamers to depreciate very rapidly. Small boats, too, for the Manila trade are becoming obsolete, as at the rates which now obtain only large carriers can be worked in it at a profit. The actual depreciation from wear and tear with boats well kept up as ours are may not be very great, but the depreciation in market value owing to the causes I have named is very large; and unless we made provision for this in our accounts as we have done we should only be misleading you and placing a fictitious value on your property. The *Zistro*, owing to the appearance of her carrying capacity like the *Demarais* before her, cannot hold her own on the line with such boats as the *Esmeralda* carrying more than double, but costing hardly anything more to run, and it will not long before we shall have to consider how to replace her by a larger and more modern and more economical vessel. In fact, it is time now that we had a bigger boat, and if we had sufficient money available we should ask your permission to set to work at once to purchase or build one. I do not think there is anything in the accounts that calls for special remark or explanation from me. The outstanding freights and other debts on 31st December have since been paid nearly all got in, at \$1,000 of freight only being still uncollected, and of the \$18,000 odd due to the *Esmeralda* there remain only about \$1,000 odd, not yet paid off. Of the \$4,000 odd cash in hand, some \$15,000 has been invested in the purchase of \$100 Hongkong and 100 China Traders Insurance Corp. Shares and the remainder will be used in the payment of the Dividend amounting to \$25,900. Before I move the adoption of the report and accounts I shall be pleased to answer any questions.

There being no questions, the Chairman moved the adoption of the report and accounts.

Mr. Kelly seconded.

Carried unanimously.

Mr. J. H. Cox proposed that the appointment of Mr. M. D. Ezekiel to the Consulting Committee be confirmed and the re-election of Messrs. Gillies, Siebs, and Shaw to the Consulting Committee.

Mr. Kelly seconded.

Carried unanimously.

Mr. Cox proposed the re-election of Messrs. J. H. Cox and T. Arnold as auditors for the ensuing year.

Mr. N. A. Siebs seconded.

Carried unanimously.

The Chairman—That is all the business, gentlemen. I thank you for your attendance. The warrants are now ready.

CORRESPONDENCE.

ATHLETIC SPORTS.

To the Editor of the China Mail.

Victoria Recreation Club, March 27, 1896.

Sir.—My attention has just been called to the letters in the *Hongkong Telegraph* signed by T. Atkins and Staff-Sergeant A. Morrison in connection with the Athletic Club, and the articles of the Victoria Recreation Club on Saturday last.

If what is stated took place I can well understand their feeling of indignation and disgust with the organiza-

tion. I myself as far as possible supervised the management in connection with the course. The enclosure referred to I take to be at the left hand side of the stand, which was put up with the view of accommodating members and subscribers, the stand being considered insufficient.

When I arrived on the ground at about 2.30 p.m., I found this enclosure already filled by otherhand members or subscribers, and made the remark that such was not my original intention, but as it was now full nothing should be done.

This remark was evidently overheard and misconstrued by some one, with the result of the unpleasantness referred to, which I knew nothing of until my attention was called to the letters in your evening contemporary. From the remarks made in the local press the arrangements generally were considered satisfactory, and the Committee much regret to find now that they were marred by this unfortunate incident.

Mr. Atkins and Staff-Sergeant Morrison may rest assured that no orders were issued by me or anyone with the knowledge of the Committee to exclude the Queen's uniform from places where others were not admitted with the sports were admitted.

I would also point out that the uncalled for and unjustifiable attack of 'Improve' upon the military received no sympathy from me.—Yours faithfully,

E. D. SANDERS,
Hon. Secretary, V.R.C.

The *Chungking* correspondent of the N.C. Daily News writes on the 3rd March:—A cotton-growing factory is to be established here under the auspices of the leading mandarins, who are said to have subscribed half a million taels themselves, and are ready for another half million from the leading merchants, the capital being altogether a million taels. A few years ago we might have expected that the machinery would be sent from England, and though Germany has been running hard for many years, and has long ago quite out-distanced us in the matter of guns and war-material, we might yet have expected that the Chinese would apply to England for instruction in cotton spinning. But no, they have fought with and been conquered by the Japanese, and so just as after the French war they gave the French large orders, so now the officials have already sent to Japan for the machinery needed, and Japanse are also to be engaged to take over the management of the mill.

The *Verdacht*, a German journal, throws cold water on the Colonial party's desire for a big navy. With brutal common-sense, it puts the case in a nutshell thus:—

"We want (it says) a big fleet in order to fight England about the Lordship of the seas. Unfortunately, a big fleet costs a big sum of money; we beat about a modicum a sum. Add another modicum, and there will not even then be enough to supply the mere building materials. But in twenty years suppose we are as far forward as the English are now—will England, however, sleep during these twenty years?"

Our 'Popular' Piano, handsome, full-toned, strong & guaranteed wear, \$325/300.—W. Robinson & Co.

FRAGRANT WATERS' MURMUR.

That one or two features of the Official Sanitary Board are prominent this week. That the President has his own peculiar way of referring to the common people, which is only too well known.

That the Secretary of the Board has evidently followed suit, and this most reasonable of officials has seemingly thrown overboard all attempts to educate the Celestial, for he sits down in black and white, the only mode of educating the Chinaman in sanitation is by prosecution through the Courts!

That the Water Authority (who is president of the Board) has evidently been introducing the Co-operative lawn into the Sanitary Board in a way which surprises me, because Mr. McCallum was formerly the personification of reasonableness with the Chinese.

That I am glad to see the Medical Officer of Health has shaken himself up of late, and is expressing his own opinions, and that some of those opinions are eminently sensible.

That Dr. Clark may rest assured, it he will only speak his mind openly, and not take refuge behind any sort of official committee, he will find his voice well received.

That I am sorry to see the *Medical Officer of Health* has shaken himself up of late, and is expressing his own opinions, and that some of those opinions are eminently sensible.

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Notices to Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamer *Kintuck* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkow & Kowloon Wharf & Goods Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Office of the Undersigned before Noon on the 6th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 2nd April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st April will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, March 27, 1896. 652

GLEN LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamer *Glenelg* having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkow & Kowloon Wharf & Goods Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon to-day.

Cargo remaining undelivered after the 3rd Proximo will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damage and/or shortages not later than the 10th Prox., otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, March 27, 1896. 653

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *ENERGIA*, FROM MIDDLESBROUGH, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Honkow & Kowloon Wharf & Goods Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon to-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st Inst., at 3 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARRILL & Co., Agents.

Hongkong, March 25, 1896. 644

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *STRATHNEVIS* (WITH CARGO EX S.S. *HANKOW* ALSO ON BOARD).

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo by her and by S.S. *Hankow* are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

Consignees of Cargo per S.S. *Hankow* are requested to sign an Average Bond, and Consignee for *Strathnevis* also requested to sign an Average Bond and pay a Deposit of 80%.

DODWELL, CARRILL & Co., Agents.

Hongkong, March 26, 1896. 655

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1895, £11,611,018 2s. 2d.

Authorized Capital, £20,000,000.00

Subscribed Capital, £22,750,000.00

Paid up Capital, £20,000,000.00

Fire Funds, £2,110,000.00

Revenue Fire Branch, £1,646,850.18.

HAVING been appointed Agents of the above Company we are prepared to accept European and Chinese Risks at Current Rates.

SHIEN & Co., Agents.

18 July, 1895. 1300

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714.)

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,700,000.

TOTAL ANNUAL INCOME, £360,000.

THE Undersigned, having been appointed

AGENT of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING, Proprietary Central.

THE MANCHESTER FIRE INSURANCE COMPANY.

(ESTABLISHED A.D. 1824.)

CAPITAL £3,000,000

TOTAL FUNDS AND SECURITY, £2,460,000

NET ANNUAL FIRE PREMIUM, £757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept European and Chinese Risks at Current Rates.

HOLLIDAY, WISE & Co., Agents.

Hongkong, January 1, 1896. 13

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamer *Kintuck* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkow & Kowloon Wharf & Goods Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Office of the Undersigned before Noon on the 6th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 2nd April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st April will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, March 27, 1896. 656

NOTICE TO CONSIGNEES.

FROM SWATOW.

The Co.'s Steamship *Hailan*, Captain ROACH, will be despatched for the above Port TO-MORROW, the 29th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, March 23, 1896. 636

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR COLOMBO, BOMBAY, PORT SAID, LONDON AND ANTWERP.

The Co.'s Steamship *Tosa-Maru*, Capt. J. B. MACMILLAN, will be despatched an above on WEDNESDAY, the 6th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 23, 1896. 637

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Dardanus*, Capt. GENEVIEVE, will be despatched an above on WEDNESDAY, the 6th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 23, 1896. 637

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

The Steamship *Glenelg* having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkow & Kowloon Wharf & Goods Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon to-day.

Cargo remaining undelivered after the 3rd Proximo will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damage and/or shortages not later than the 10th Prox., otherwise they will not be recognized.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, March 27, 1896. 656

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Hongkong, March 23, 1896. 633

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Hongkong, March 23, 1896. 633

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For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.</p

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. and O. Co.'s Office.
- From P. and O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.

- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Pedder's Wharf.

6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Wharves.

10. Jardine's Wharf.

11. Jardine's Wharf.

12. From Naval Yard to the Gas Works.

13. From Gas Works to Jardine's Wharf.

14. From Jardine's Wharf to the Harbour Master's Office.

15. From Harbour Master's to the P. and O. Co.'s Office.

16. From P. and O. Co.'s Office to Pedder's Wharf.

17. From Pedder's Wharf to the Naval Yard.

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19. From Blue Buildings to East Point.

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176. From P.

